

4.7 LAND USE, PLANNING, AND RECREATION

4.7.1 Environmental Setting

Land Use

The Chevron El Segundo Marine Terminal Lease Renewal Project (Project) site is located on the east side of the Santa Monica Bay in the southwestern portion of Los Angeles County in Southern California. Adjacent counties include Orange County to the south, Ventura County to the north, and Riverside and San Bernardino Counties to the east. El Segundo is located in the "South Bay" area of Los Angeles County and is surrounded by the Pacific Ocean and low rolling hills, which extend along the eastern edge of the Santa Monica Bay. The Santa Monica and San Gabriel Mountains are visible to the north and east, with the Palos Verdes Peninsula to the south. The Marine Terminal is located to the south of Los Angeles International Airport and to the west of the San Diego Freeway (Interstate-405).

The Marine Terminal is in the southwest portion of the city of El Segundo along the northern border of the city of Manhattan Beach. The Marine Terminal facilities are both offshore and onshore. The onshore facilities are on a 9-acre (3.6-hectare) strip of land below the Chevron Refinery, between Vista del Mar to the east and a public beach to the west along the shoreline. The onshore facilities are primarily screened from public view by a landscaped chain-link fence along the eastern property line.

The cities bordering El Segundo include the city of Los Angeles to the north and east and the city of Manhattan Beach to the south. El Segundo, similar to its neighboring cities, is characterized by a mix of residential, commercial, and industrial land uses. The surrounding onshore land uses in the vicinity of the Marine Terminal include: a public beach along the Pacific Ocean; the El Segundo Power LLC Generating Station, which is adjacent to the beach; the residential community of El Porto (a neighborhood within the city of Manhattan Beach) to the south; a commercial and light industrial corridor and the Refinery located to the east; and the Los Angeles Department of Water and Power Scattergood Plant, Hyperion Wastewater Treatment Plant (WWTP), and commercial and residential areas of El Segundo located to the north. Vista del Mar borders the site on the east.

Figure 4.7-1 shows the Marine Terminal, the Chevron Refinery, and surrounding land uses.

1
2

**Figure 4.7-1
Area Map**



Recreation

The Southern California coastline provides a number of opportunities for recreational activities, such as hiking, biking, jogging, walking, swimming, surfing, boating, and volleyball. Additionally, the numerous public sandy beaches along the coast provide opportunities for passive recreational activities such as reading and sunbathing. Shoreline access is available to the public in several areas, including Zuma, Malibu, Los Angeles, Pacific Palisades, Santa Monica, Marina Del Rey, El Segundo, Venice, Playa Del Rey, Manhattan Beach, Hermosa Beach, and Redondo Beach.

The sandy beach area adjacent to the Marine Terminal onshore facilities is accessible to the public. A public bike path maintained by the County of Los Angeles runs along the sandy beach seaward of the Marine Terminal's onshore facilities. The bike path traverses the entire length of the beach and is used extensively by bikers and joggers. The nearest vertical access to the shoreline for the public is located immediately north of the Marine Terminal site via the El Segundo Beach parking lot and approximately 0.5 miles (0.8 kilometers [km]) south in the El Porto neighborhood of Manhattan Beach. El Segundo Beach has two sand volleyball courts for public use adjacent to its parking lot area. Other nearby state beaches include Dockweiler State Beach, north of El Segundo Beach, and the Strand in Manhattan Beach, to the south.

The offshore portion of the Marine Terminal facility is in the Santa Monica Bay between two recreational boating marinas. Marina Del Rey, north of the Project site, houses approximately 6,000 docked recreational vessels and 20 docked sport-fishing vessels. Approximately 1,400 recreational vessels and 20 sport-fishing vessels dock at King Harbor in Redondo Beach, south of El Segundo. In addition to the boats docked at Marina Del Rey and King Harbor, vessels from other harbors within Los Angeles, Ventura, and Orange counties often sail to or through Santa Monica Bay. There are approximately 15,000 recreational boats docked within these three counties and approximately 100 sport-fishing vessels.

The offshore facilities are within the vicinity of a popular sailing route. The route from Marina Del Rey to Palos Verdes to Catalina passes just to the west of the Marine Terminal. The route between Marina Del Rey and King Harbor in Redondo Beach also passes just seaward of the Marine Terminal moorings.

On June 27, 2005, the U.S. Coast Guard (USCG) established a safety zone that extends approximately 1.5 miles (2.4 km) offshore and 1.5 miles (2.4 km) north and south surrounding the Marine Terminal in the Santa Monica Bay. The safety zone was

1 established to reduce the likelihood of a collision or other casualty involving small craft
2 and the mooring buoys and/or tank vessels moored at the offshore Marine Terminal.
3 Entry into the safety zone is prohibited unless specifically authorized by the Captain of
4 the Port of Los Angeles (POLA). Sport-fishing vessels (half-day and full-day boats)
5 travel to nearby fishing grounds, artificial fishing reefs throughout Santa Monica Bay, the
6 Malibu coast, the "flats" west of Marina Del Rey, and the Palos Verdes coast. Sport-
7 fishing vessels often travel the same routes as recreational vehicles.

8 Commercial fishing is essentially prohibited in the majority of Santa Monica Bay. The
9 only net fishing from boats permitted is for bait fish, and only a few boats are involved.
10 Santa Monica Bay is designated as Commercial-Fishing District 19A and is defined as
11 "the ocean waters and tidelands to the high-water mark between Malibu Point and Palos
12 Verdes Point." There is some hook-and-line fishing in the "flats" west of Marina Del
13 Rey, and shrimp are trapped in Redondo Canyon. There have been instances of
14 commercial-fishing vessels from the POLA and Port of Long Beach (POLB) being
15 caught illegally fishing with nets at night within District 19A in the Santa Monica Bay.

16 **4.7.2 Regulatory Setting**

17 This section summarizes land use planning and recreational resource management
18 policies primarily as they relate to general growth, conservation, and development, park
19 and recreational uses, and public access.

20 **Federal**

21 The Federal Coastal Zone Management Act of 1972, as administered by the State of
22 California, applies to this Project. Other Federal agencies having regulatory authority
23 that affect land use and growth issues include the U.S. Environmental Protection
24 Agency (EPA), the U.S. Army Corp of Engineers (ACOE), and the U.S. Fish and Wildlife
25 Service (USFWS).

26 **State**

27 *California State Lands Commission*

28 The State of California owns the tide and submerged lands extending three nautical
29 miles seaward of the mean high tide line. State law bestows primary responsibility for
30 determination of the precise boundary between these public tidelands and private lands
31 and administrative responsibility over state tidelands to the California State Lands
32 Commission (CSLC). Access and use of state lands can be obtained through lease

agreements. The offshore Marine Terminal facilities are currently operated under an interim lease agreement from the CSLC. The preparation of this Environmental Impact Report is in partial fulfillment of the State's consideration for a new 30-year lease agreement.

The California Coastal Commission

The California Coastal Act of 1976 created the California Coastal Commission (CCC) and established planning and management policies for the protection of coastal resources. The Act requires local governments lying in the coastal zone to prepare local coastal programs (LCP) that provide for maximum public access to the coast and public recreation areas (see Section 30500 of the California Coastal Act). Through the certification process of the local coastal programs, the CCC would identify sensitive coastal resources, determine whether these areas were of regional or statewide significance, identify potentially significant adverse impacts that could result to these coastal resources from development, and ensure that actions adequate to protect these resources are incorporated into the LCP.

After an LCP has been certified and all implementing actions have become effective, the Act delegates subsequent development review authority to the local agency whose program has been certified. However, such delegation does not apply to any development on any tidelands, submerged lands, or public trust lands lying within the coastal zone. Such lands are considered the original jurisdiction of the state. The act does not change the authority of the CSLC over lands within its jurisdiction.

The planning and management policies to protect coastal resources are described in Sections 30200 through 30264. Sections 30210 through 30213 provide that the public's right of access to the sea is not to be interfered with by development unless it is inconsistent with public safety, military security, or the protection of coastal resources. Where appropriate and feasible, public facilities, including parking would be distributed throughout an area to minimize impact to any single area. Low-cost visitor and recreation facilities and low- and moderate-income housing opportunities would be encouraged.

Sections 30230 through 30236 provide that marine resources are to be maintained, enhanced, and, where feasible, restored. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances would be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures would be provided for accidental spills. Facilities serving the

1 commercial fishing and recreational boating industries would be protected and, where
2 feasible, upgraded.

3 Pursuant to Sections 30240 through 30254, land resources such as environmentally
4 sensitive habitat areas and prime agricultural land would be protected. Archaeological
5 and paleontological resources would also be protected. The scenic and visual qualities
6 of coastal areas would be considered and protected when contemplating development.
7 New development would maintain and enhance public access to the coast by having
8 passages to roadways and transit opportunities.

9 Pursuant to Sections 30260 through 30264, coastal-dependent industrial development
10 would be encouraged to locate or expand within existing sites and long-term growth
11 would be permitted where consistent with the area. Where new or expanded facilities
12 are not otherwise consistent, they will be permitted if: (1) alternative locations are not
13 feasible or are more environmentally damaging; (2) adverse environmental effects are
14 mitigated to the maximum extent feasible; (3) it is found that not permitting such
15 development would adversely affect the public welfare; (4) the facility is not located in a
16 highly scenic or seismically hazardous area, on any of the Channel Islands, or within or
17 contiguous to environmentally sensitive areas; and (5) the facility is sited so as to
18 provide a sufficient buffer area to minimize adverse impacts on surrounding property.

19 The passages of Proposition 20 in 1972 and the State Coastal Conservancy Act in 1976
20 represented major legislative acts that established strong access policies and programs.
21 The CCC implements these policies through its requirement providing public shoreline
22 access as a condition of certain coastal development permits. Local governments are
23 required to include provisions in their LCP for acquiring, improving, and managing
24 access areas. In addition, the Coastal Conservancy provides funding and technical
25 assistance to local governments and citizens groups to acquire, develop, operate, and
26 manage new access ways (CCC 1991). In 1979, additional legislation was enacted that
27 directed the CCC and State Coastal Conservancy to establish a comprehensive
28 program to maximize public coastal access and coordinate all local, State, and Federal
29 efforts to implement the program. As part of the program, the CCC was mandated to
30 prepare a Coastal Access Guide for the public.

31 Article 10, Section 4 of the State Constitution guarantees the public's right to access to
32 the State's navigable waters along the California coast. Approximately 42 percent of the
33 State's shoreline is publicly owned and accessible, with the remaining 58 percent either
34 privately owned or held by Federal, State and local governments and not open to the

public. The public's right of access to or along the State's tidelands can be obtained by: (1) purchase of shoreline lands for public use by Federal, State, or local governments or private organizations; (2) deed restrictions or dedications by the landowner that grant the public the right to cross private property; or (3) through legal doctrines of "implied dedication" and "prescriptive rights."

"Dedicated" lands become open to the public only after an agency or private party has accepted responsibility for liability and maintenance. The CCC and many local governments require the provision of access as a condition of approval for development permits to mitigate impacts of new coastal developments on public access. Most of the dedicated strips of land remain undeveloped and unmanaged by government agencies and do not form a continuous system of access to and along the shore (CCC 1991).

Other State Agencies

Other State agencies having control over land use and recreation in Los Angeles County include the California Department of Parks and Recreation, the California Department of Fish and Game, and the California Department of Transportation. Additionally, the South Coast Air Quality Management District implements state and Federal policies within the vicinity of the Project site.

Local

Southern California Association of Governments Plans

The Southern California Association of Governments (SCAG) is a council of governments for southern California, including Los Angeles, Orange, and parts of Riverside and San Bernardino Counties. The SCAG is composed of elected city and County officials who provide a forum for addressing regional problems in the area and for formulating and implementing regional development policies. Their regional growth projects provide the basis of Federal- and State-mandated plans (such as the Los Angeles County General Plan) and review of federally funded programs in the region.

City of El Segundo General Plan

The California Government Code requires each city and County to have a planning agency to develop a General Plan. Each General Plan lays out the planning goals for the locale, identifies specific districts with special features and outlines what uses are consistent with the General Plan goals. The city of El Segundo General Plan provides long-term guidance and policies for maintaining and improving the quality of life in, and

the resources of, the community, both man-made and natural. The General Plan provides direction for the city's growth and development. As a policy document, the General Plan serves as a guide to the adoption of laws necessary to execute its intent. In addition to Land Use, El Segundo's General Plan also includes Open Space and Recreation, Housing, Economic Development, Circulation, Conservation, Air Quality, Noise, Public Safety, and Hazardous Materials and Waste Management Elements. The General Plan was adopted in 1992 and there have been no revisions to the Land Use Element pertaining to the Project site and its vicinity (Balbenegro 2005).

The El Segundo General Plan Land Use Element designates the Marine Terminal facility site for Heavy Industrial purposes (see Figure 4.7-2) The Heavy Industrial Land Use Designation permits heavy manufacturing uses, which include extraction of raw materials and refining. All uses must also conform to the policies of the Hazardous Materials Element.

City of El Segundo Municipal Code

Policies set forth with the General Plan are implemented through enforcement of the city's zoning regulations. Zoning regulations prescribe the allowable uses within specified zoning districts and impose standards on those uses.

Under the city's existing Municipal Code, the Project site is subject to the provisions of Part 15-6B-1: M2: Heavy Industrial Zone. Figure 4.7-3 illustrates the zoning designations in the Project site vicinity. The M2 Zone is intended to provide areas suitable for the development of heavy manufacturing, assembling, or processing activities with unusual or potentially deleterious operational characteristics that would be detrimental if allowed to operate in other zones within the city.

The following uses are permitted in the M2 Heavy Industrial Zone:

- Heavy manufacturing uses;
- Construction yards;
- Factories;
- Generating stations; and
- Extraction of raw materials and refining.

Figure 4.7-2
City of El Segundo General Plan Land Use Designations

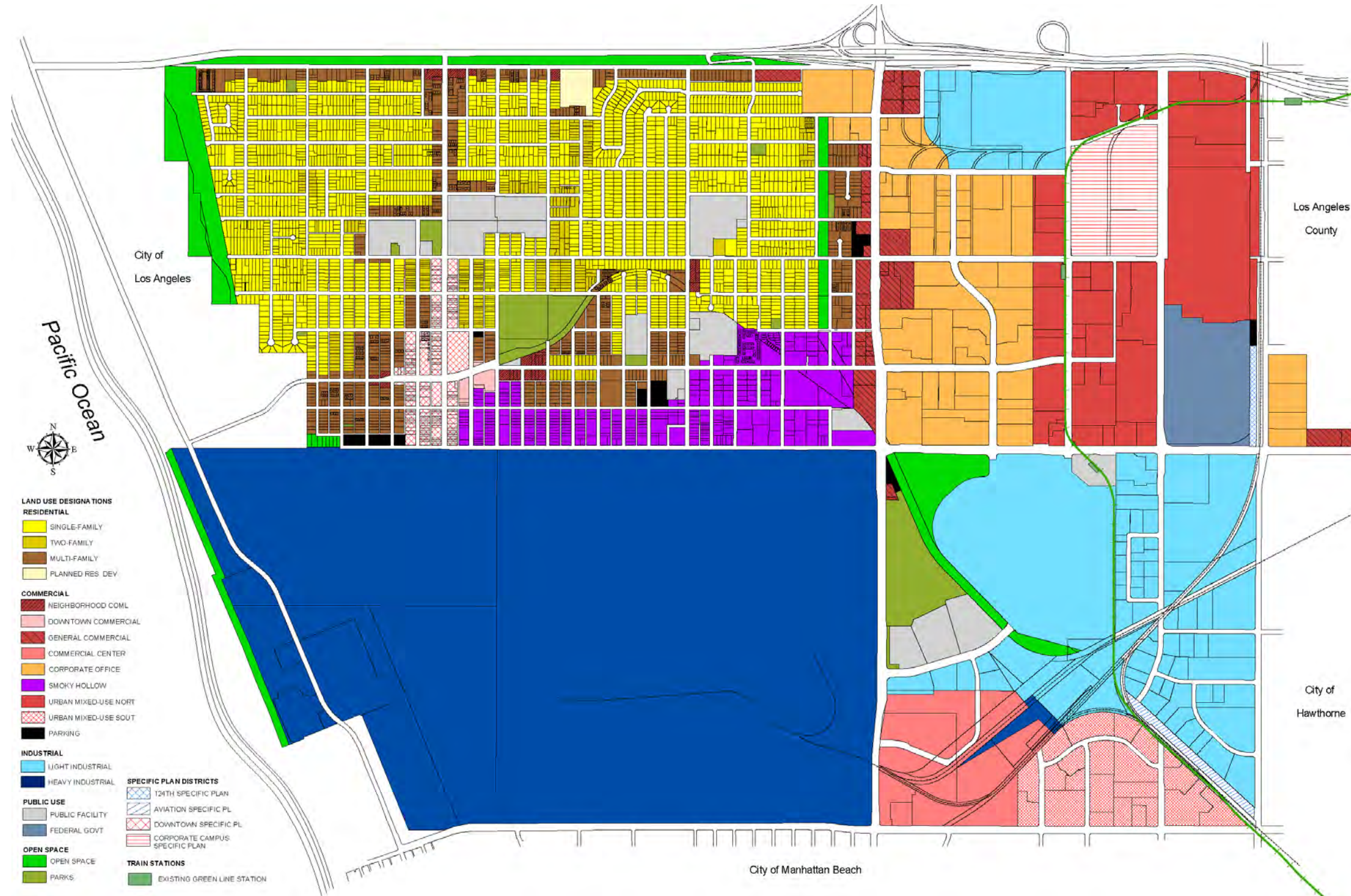
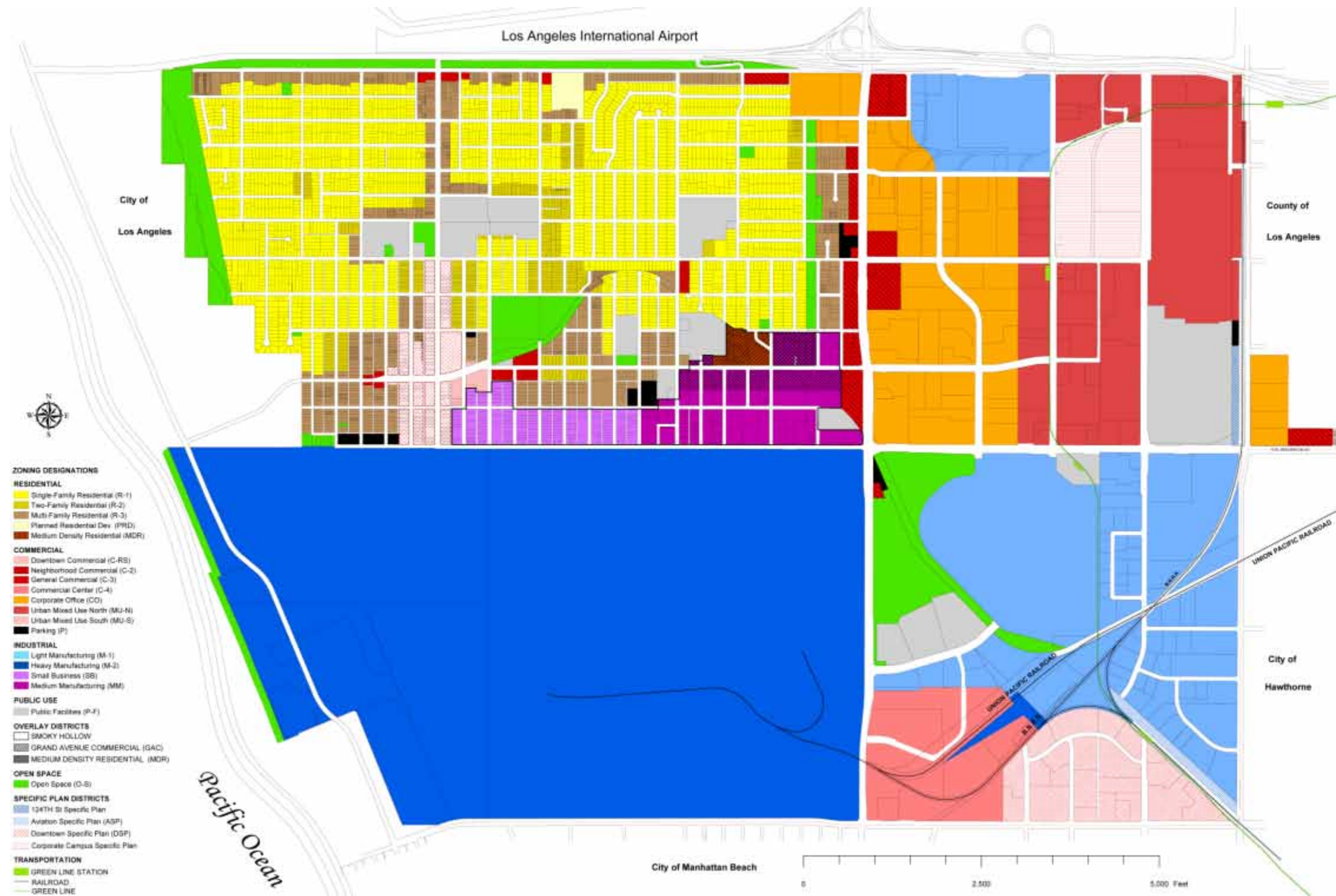


Figure 4.7-3
City of El Segundo Zoning Code Designations



1 Access

2 All development projects shall provide adequate access and facilities for various modes
3 of transit, as required by the city's transportation demand management program in
4 Chapter 16 of Title 15. In addition, all development projects shall provide pedestrian
5 access between buildings and transit facilities located on-site or off-site if within
6 adjoining public rights of way. If the building is part of a multi-building development
7 project, then safe and convenient pedestrian access shall be provided between
8 buildings.

9 Recreational Facilities

10 All developments greater than 500 acres (202.3 hectares) shall be required to maintain
11 employee recreational facilities subject to the approval of the Director of Community,
12 Economic and Development Services and the Director of Recreation and Parks.

13 *City of El Segundo Local Coastal Program and City of El Segundo Coastal Zone*
14 *Specific Plan*

15 In compliance with the 1976 California Coastal Act, the city of El Segundo has prepared
16 a LCP for the portion of city land within the coastal zone. The LCP guides future
17 development within the city's coastal zone and makes recommendations for the
18 preservation of resources in the zone.

19 The total land area contained within the coastal zone that falls under the jurisdiction of
20 the city of El Segundo is approximately 50 acres (20.2. hectares). This area is
21 approximately 0.8 miles (1.3 km) long and 600 feet (182.8 m) wide and extends from
22 Dockweiler Beach State Park on the north to the El Porto neighborhood of Manhattan
23 Beach to the south and to Vista del Mar on the east. Existing properties within the El
24 Segundo coastal zone are extensively developed with energy facilities. There is also a
25 gas station at the southern corner and a publicly owned beach along the shore. The
26 three-acre (1.2-hectare) sandy beach is owned by the CSLC and is maintained under a
27 contract between Los Angeles County and Chevron.

28 The LCP consists of two elements, including an Issue Identification Section and a
29 Coastal Zone Specific Plan. The Coastal Zone Specific Plan provides detailed land use
30 proposal as well as implementing ordinances for the city's coastal zones. The creation
31 of a Specific Plan District for the El Segundo Coastal Zone assists in achieving the
32 following four basic objectives:

- Implementation of relevant Coastal Act Policy Provisions;
- Preparation of more definitive land use proposals for the coastal zone area;
- Continued orderly development of coastal dependent energy facilities as well as the protection of existing coastal resources; and
- Incorporation of other LCP regulations and Coastal Act requirements, such as the inclusion of a public access component and consideration of uses of more than local importance.

The El Segundo Coastal Zone Specific Plan recognizes the coastal dependent nature of the existing energy facilities in El Segundo and proposes land use designations which will, in general, allow for the onsite intensification or expansion of energy facilities. The Coastal Zone Specific Plan also explicitly calls for the protection of the remaining sandy beach area and allows for the construction of shoreline protection structures where necessary to prevent further coastal erosion.

There are only four land uses within the Specific Plan, including the Marine Terminal, the El Segundo Generating Station, the shoreline area, and the Chevron gas station. (see Figure 4.7-4) The Specific Plan designation for the proposed Project is Marine Terminal and permits the following uses:

- Petroleum refineries, together with all plants and facilities incidental to the operation thereof in connection with the manufacture of all present and future by-products of oil, gas, gasoline, and other hydrocarbon substances;
- Petroleum storage, processing, transportation, and distribution of oil, gas, gasoline and other hydrocarbon substances;
- Accessory buildings and other structures incidental to the normal operation of a marine terminal; and
- On-site modification or expansion of existing facilities.

Height, bulk and setback requirements must comply with the M2: Heavy Industrial Zone district standards.

Figure 4.7-4
Local Coastal Program Land Use Designations



1 *Local Recreation Policies*

2 City of El Segundo General Plan

3 The Open Space and Recreation Element of the El Segundo General Plan addresses
4 issues of parks and recreation land. The city's goals include development of park and
5 recreational facilities to serve the needs of the city's population as well as supporting
6 and encouraging the upkeep, public recreational use, and access to the shoreline area.

7 City of El Segundo LCP and City of El Segundo Coastal Zone Specific Plan

8 The LCP contains several policies that address recreation and visitor-serving facilities.
9 These policies include the distribution of adequate beach support facilities, the provision
10 of lower cost visitor facilities in the coastal zone, the protection of oceanfront areas for
11 coastal recreation, giving priority to commercial recreation, reserving upland support
12 areas, and locating visitor facilities at selected points.

13 As mentioned previously, vertical access to the shoreline is immediately to the north via
14 El Segundo Beach, Dockweiler Beach State Park, and the Los Angeles County
15 maintained parking lot, and immediately to the south in the El Porto neighborhood of
16 Manhattan Beach. There are no plans for obtaining additional vertical access through
17 the Chevron or power generating facilities since no beach support facilities or parking
18 opportunities exist directly inland of the beach. However, no point on the beach is more
19 than 2,100 feet (640.1 m) from a vertical access way. The County of Los Angeles-
20 maintained bike path, which runs along the sandy beach seaward of the Marine
21 Terminal and the El Segundo Power Generating Station, is within the El Segundo
22 Coastal Zone. The bike path, a component of the County bike path system, traverses
23 the entire length of the beach and enhances the lateral access along the coast. The
24 bike path is used extensively by bikers and joggers.

4.7.3 Significance Criteria

The proposed Project is considered to have a significant impact to land use and/or recreation if the following changes occur as a result of the Project:

- Conflicts with established and proposed land use or recreational policies and adopted general or specific plans;
- Conflicts with current or projected recreational uses; or
- Vessel operations or oil spills that would substantially disrupt or reduce areas used for recreational boating or shoreline recreation.

4.7.4 Impact Analysis and Mitigation Measures

Consistency with Applicable General and Local Plan Policies or Plans

El Segundo General Plan

The following goals, objectives, and policies of the General Plan would be applicable to the proposed Project.

Land Use Element

Objective LU1-3: Allow for the continued operation and orderly conversion of existing uses as they change to conform to the new land use designations.

Policy LU1-3.1: All existing legal or legal non-conforming uses or structures within the non-residential land use categories, with the exception of Smoky Hollow, in existence as of the effective date of the Plan, which are now non-conforming or which became non-conforming with the land use definitions of this Plan, shall be permitted to continue and to remodel or rebuild provided that the structure does not remain vacant for a period of 12 consecutive months. Such structures shall also be permitted to expand up to 20 percent or 15,000 square feet (1,393.5 square meters), whichever is less, provided that the entire structure after expansion meets all applicable zoning criteria. Expansion of a non-conforming use within a conforming building is not permitted.

Consistency Analysis: The proposed Project is a legal conforming use that has been located in its original location for almost 100 years. The proposed Project involves continuation of the existing operations at the Marine Terminal through the application of a new 30-year lease through 2040 that would allow Chevron to continue operating the Marine Terminal and associated onshore storage facilities. No new facilities that affect

the principal function of the Terminal (i.e., loading and unloading) are being proposed. The Project does not involve a change of use, an addition of a non-conforming use, or an expansion of existing facilities. The proposed Project is therefore consistent with Objective LU1-3 and Policy LU1-3.1.

Policy LU1-5.6: Require all projects to adhere to the processing and review requirements found in the city Zoning Ordinance and the guidelines for the implementation of the California Environmental Quality Act.

Consistency Analysis: According to the Applicant, the Marine Terminal and associated facilities are currently in compliance with all applicable regulatory requirements. Local, State and Federal agencies that have permits or approvals associated with existing operations, and that have, or may have, approval or oversight over aspects of the proposed Project, include the agencies listed below:

- California State Lands Commission (Lead Agency);
- California Coastal Commission;
- California Department of Fish and Game, Office of Spill Prevention and Response;
- California State Fire Marshall;
- Los Angeles Regional Water Quality Control Board;
- South Coast Air Quality Management District;
- City of El Segundo;
- U.S. Environmental Protection Agency Region IX;
- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Service; and
- U.S. Coast Guard.

It is anticipated that the proposed Project will apply and achieve compliance with all applicable permits, processing requirements, and regulations for any future activities. Therefore, the proposed Project is in compliance with Policy LU1-5.6.

Objective LU5-1: Attract the kinds of industrial uses which will be economically beneficial to the community as well as enhance the environmental quality of the city.

Consistency Analysis: The proposed Project is consistent with this Objective. The proposed Project stimulates the local and State economy as a component of one of the largest refineries in the Los Angeles area. As described in Section 5.1, Socioeconomics, the Refinery in El Segundo and the BP Refinery in Carson are the largest refineries in the Los Angeles area. The Marine Terminal receives 30 percent of all the crude oil shipped into the Los Angeles area. The proposed Project also contributes to the economic health of the area, through the continuation of approximately 1,450 jobs. Therefore the proposed Project would continue to be economically beneficial to the community.

As described in greater detail in Section 4.3, Biological Resources, the risk of damage to biological resources in the area by accidental leakage or spilling of crude oil or crude oil product at the Marine Terminal or along shipping lanes now and in the future is significant. The severity of the impact will depend on: (1) the size and location of the spill; (2) the composition of the oil; (3) the characteristics of the spill (e.g., instantaneous versus prolonged discharge, surface versus subsurface spill); (4) the environmental conditions and the effect of weathering on spill properties; and (5) the effectiveness of cleanup operations. Sections 4.1, System Safety and Reliability, and 4.3, Biological Resources, also contain a number of mitigation measures designed to reduce impacts of potential spills. The Refinery and Marine Terminal have been in operation at this location since 1911 and the facilities have been upgraded and modernized throughout that time. In adopting city policies, the city of El Segundo has assumed the risks associated with the Chevron facilities, while accruing the economic benefits associated with the Project. Therefore, the proposed Project is consistent with Objective LU5-1.

Policy LU5-1.1: Offensive and hazardous industrial uses should be restricted to designated locations and appropriate regulations adopted to minimize hazards.

Consistency Analysis: The proposed Project is in an appropriate location designated for industrial development. The proposed Project is consistent with the land use designations and regulations determined by the El Segundo General Plan (Heavy Industrial), Local Coastal Plan (Marine Terminal), and Municipal Code (M2: Heavy Industrial). The proposed Project will continue to comply with local land use regulations and policies. Therefore the proposed Project is consistent with Policy LU5-1.1.

Policy LU5-2.5: Employee recreational facilities shall be provided by the employer, for large industrial developments.

Consistency Analysis: A variety of recreational facilities are provided on-site and within close proximity for Marine Terminal and Refinery staff. An on-site, staffed fitness center offers various classes, as well as weight and aerobic exercise equipment. The facility is open Monday through Friday during daylight working hours. Employee membership fees are nominal.

An employee park located at the proposed Project site includes open areas, a softball field, basketball, and volleyball courts, children's playground equipment, and horseshoe pits. The park also has picnic barbeque areas and a recreational hall with kitchen facilities. The general facilities are available for use by all employees and contractors seven days per week. A small fee allows certain portions of the park to be reserved for private functions.

In addition, the Marine Terminal and Refinery are within close proximity to other off-site recreational areas such as the beach, shoreline, and public bike path. The sandy beach area adjacent to the Marine Terminal onshore facilities is accessible to the public and employees. A public bike path maintained by the County of Los Angeles runs along the sandy beach seaward of the Marine Terminal on shore facilities. The nearest vertical access to the shoreline for the public is immediately north of the Marine Terminal site via the El Segundo Beach parking lot, and approximately 0.5 miles (0.8 km) south in the El Porto neighborhood of Manhattan Beach. The proposed Project is consistent with Policy LU5-2-5.

Objective LU5-4: Preserve and maintain a balanced and diversified industrial base.

Consistency Analysis: The proposed Project is consistent with Objective LU5-4. Traditionally the city of El Segundo has had a large amount of industrial uses, particularly aircraft manufacturing and oil refining. Present industrial uses in the community include the El Segundo Generating Station power plant, oil refining (Chevron), aerospace (Boeing and Northrop Grumman), toy production (Mattel), production of power semiconductors (International Rectifier), and motion control devices (Glentek). The proposed Project contributes significantly to the city's economic vitality and provides jobs for more than 1,000 people. The proposed Project contributes to a diversified and balanced economy and is therefore consistent with Objective LU5-4.

Open Space and Recreation Element

Goal OS1: Provide and maintain high quality open space and recreational facilities that meet the needs of the existing and future residents and employees within El Segundo.

Objective OS-1: Preserve existing and acquire future public park and recreation facilities which are adequate for serving the existing and future resident population.

Consistency Analysis: Recreational uses near the proposed Project include the publicly accessible sandy beach area adjacent to the Marine Terminal, nearby recreational boating areas, and a public bike path maintained by the County of Los Angeles that runs along the sandy beach seaward of the Marine Terminal. The bike path traverses the entire length of the beach and is used extensively by bikers and joggers. The nearest vertical access to the shoreline for the public is immediately north of the Marine Terminal site via the El Segundo Beach parking lot, and approximately 0.5 miles (0.8 km) south in the El Porto neighborhood of Manhattan Beach. El Segundo Beach has two sand volleyball courts for public use adjacent to its parking lot area. Other nearby state beaches include Dockweiler State Beach, located north of El Segundo Beach, and the Strand in Manhattan Beach, to the south. According to Los Angeles County, usage counts for 2008 for nearby beaches are:

- Manhattan Pier: 1,386,900;
- Manhattan County Beach: 533,410;
- Marina Del Rey: 47,465;
- Dockweiler South: 1,308,000; and
- Dockweiler North: 496,800.

As noted for Policy LU5-2.5, a variety of recreational facilities are provided on-site, including a staffed fitness center and an employee park that are available for use by all Marine Terminal employees and contractors seven days per week; however, these facilities are not available to the general public. A small fee allows certain portions of the park to be reserved for private functions.

The proposed Project involves the continuation of any existing use and will not impede public access to the beach, water, shoreline, or bike trail. Temporary maintenance of beach facilities such as underground pipelines may require periodic maintenance. Should maintenance occur it may result in an incremental temporary reduction in public access to the immediate beach area surrounding the Marine Terminal facilities. Since this will only occur on limited occasions, the proposed Project will not hinder or impede existing publicly accessible recreational facilities that surround the proposed Project. Existing recreational facilities and areas will continue to serve the needs of the existing and future residents of El Segundo and surrounding areas. In addition, existing and

1 future employees will be served by recreation facilities located on the proposed Project
2 site. The proposed Project is consistent with Goal OS1 and Objective OS-1.

3 Hazardous Materials and Waste Management Element

4 **Goal HM2:** Minimize risks to the citizens and businesses of El Segundo from
5 hazardous materials and wastes, while acknowledging the role of industrial users in the
6 city.

7 **Objective HM3-1:** Ensure, through appropriate cooperation with state and county
8 enforcement agencies that all companies within the city comply with applicable
9 hazardous material management laws.

10 **Policy HM5-1.2:** Require all businesses generating hazardous wastes within the city to
11 submit annual status reports to the County Department of Public Works.

12 **Policy HM6-2:** Ensure consideration of human, social and environmental factors in any
13 siting decisions.

14 **Consistency Analysis:** The proposed Project is consistent with Goal HM2, Objective
15 HM3-1, Policy HM5-1.2, and Policy HM6-2. Chevron maintains and submits annual
16 reports to the city on hazardous waste management and generation as required.
17 Handling petroleum cargos at the offshore Marine Terminal carries an inherent risk of
18 accidents, which may involve fire, explosions, or spills. Chevron maintains its own
19 onsite fire and rescue services and equipment, medical clinic, and medical personnel
20 and security services personnel at the Refinery that are capable of responding to
21 petroleum and structural fires, accidents, safety hazards, hazardous materials releases,
22 or spills, and confined-space rescues. The Refinery notifies the city of El Segundo Fire
23 Department, local hospitals, and the El Segundo Police Department when an incident
24 may affect the public or when it is not able to handle the emergency without assistance.
25 The Refinery can request the assistance of other refineries and industrial organizations
26 in the area, if necessary. The Marine Terminal and Refinery complies with all local,
27 state, and Federal regulations for safety hazards for refineries. In addition, Chevron has
28 developed a Facility Security Plan that was approved by the USCG, Department of
29 Homeland Security, on December 29, 2004.

30 The potential adverse health consequences, such as exposure to toxic substances, fire,
31 explosions or spills, of the continued operation of the facility is addressed in detail within
32 Section 4.1, System Safety and Reliability.

1 Local Coastal Program

2 The following sections of the LCP would be applicable to the proposed Project.

3 *Shoreline Access*

4 **Section 30211:** Development shall not interfere with the public's right of access to the
5 sea where acquired through use of legislative authorization, including but not limited to,
6 the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

7 **Consistency Analysis:** Presently, vertical access to the shoreline is available
8 immediately to the north via El Segundo Beach, Dockweiler Beach State Park, and the
9 Los Angeles County-maintained parking lot, and immediately to the south in the El Porto
10 neighborhood of Manhattan Beach. There are no plans for obtaining additional vertical
11 access through the Chevron or El Segundo Power LLC facilities as no beach support
12 facilities or parking opportunities exist directly inland of the beach. However, no point
13 on the beach is more than 2,100 feet from a vertical access way.

14 Lateral access to the sandy beach area adjacent to the Marine Terminal onshore
15 facilities is accessible to the public. A public bike path maintained by the County of Los
16 Angeles is located along the sandy beach seaward of the Marine Terminal onshore
17 facilities. The bike path traverses the entire length of the beach and is used extensively
18 by bikers and joggers. El Segundo Beach has two sand volleyball courts for public use
19 adjacent to its parking lot area. The El Segundo Coastal Zone Specific Plan calls for
20 the designation of the narrow shoreline areas as Shoreline Area (SA) and further calls
21 for its protection as open beach areas consistent with the utilization of the shorefront by
22 coastal dependent energy facilities.

23 The proposed Project involves the continuation of the existing operations at the Marine
24 Terminal. No new facilities or other modifications to the existing facilities that affect the
25 principal function of the Marine Terminal, i.e., loading and unloading of crude oil and
26 hydrocarbon products, are being proposed. Maintenance activities would remain the
27 same. Therefore, the proposed Project would not interfere with the public's right of
28 access and is consistent with LCP Shoreline Access Policies 30211.

29 *Water and Marine Resources*

30 **Section 30235:** Revetments, breakwaters, groins, harbor channels, seawalls, cliff
31 retaining walls, and other such construction that alters natural shoreline processes shall
32 be permitted when required to serve coastal-dependent uses or to protect existing

1 structures or public beaches in danger from erosion and when designated to eliminate
2 or mitigate adverse impacts on local shoreline sand supply. Existing marine structures
3 causing water stagnation contributing to pollutions problems and fish kills should be
4 phased out or upgraded where feasible.

5 **Consistency Analysis:** The El Segundo shoreline has been subject to periodic
6 damage from both wave action and littoral currents. Subject to the provisions of Section
7 30235, the El Segundo Coastal Zone Specific Plan permits various shoreline protective
8 structures and coastal dependent structures as necessary to prevent erosion and
9 dependent land uses (such as energy facilities). In 1983, in response to the erosion
10 and to ensure the pipelines remained covered by sand, Chevron constructed a
11 protective peninsula of rocks, called a groin, near the southern boundary of the Marine
12 Terminal site and brought in approximately 620,000 cubic feet (17,500 cubic meters) of
13 sand fill north of the new groin area. Originally, the groin was 900 feet (274.3 m) long
14 with an elevation of +12 mean lower low water (MLLW). The first 450 feet (137.2 m) of
15 the groin were constructed of concrete and the remainder in rock. At approximately -1
16 foot MLLW, 450 feet offshore (137.2 m), the groin becomes semi permeable to allow
17 sand flow through the groin. To construct this part of the groin, 13-ton (11,793.4-
18 kilogram [kg]) rocks were sloped 1:1.5. During 1985 and 1986, winter storms destroyed
19 approximately 160 feet (48.8 m) of the seaward extent of the groin. In 1987, the groin
20 was repaired using 20- to 25-ton (18,000- to 22,500-kg) rocks at a slope of 1:3; it now
21 extends 800 feet (243.8 m) offshore.

22 Onshore Marine Terminal facilities include a Refinery forebay, a control house, three
23 berth pump stations, two substations, and a helicopter landing pad and oil spill
24 command trailers. Both shoreline protective structures and coastal dependent
25 structures are permitted as uses within the El Segundo Local Coastal Plan and Coastal
26 Zone Specific Plan and per the provisions of Section 30235. The proposed Project is
27 consistent with Section 30235.

28 *Visual Resources and Special Communities*

29 **Section 30251:** The scenic and visual qualities of coastal areas shall be considered
30 and protected as resources of public importance. Permitted development shall be sited
31 and designed to protect views to and along the ocean and scenic coastal areas, to
32 minimize the alteration of natural land forms, to be visually compatible with the
33 character of surrounding areas, and where feasible, to restore and enhance visual
34 quality in visually degraded areas.

Consistency Analysis: Detailed analysis of visual resources and aesthetics are discussed in Section 4.5, Aesthetics. The existing Marine Terminal consists of both offshore and onshore facilities. Offshore facilities include Berths 3 and 4. Berth 3 is approximately 1.4 miles (2.3 km) offshore, and Berth 4 is approximately 1.5 miles (2.4 km) offshore. The berths each consist of conventional buoy moorings (CBM), located in a circle around the vessel to hold it in a fixed position, and several submerged hose strings and pipelines. Due to the size and distance from the shore, views of the buoys are limited from the beach, which is the closest land use.

Vessels that moor at the offshore facilities are visible to some of the residences in the neighborhoods located to the northeast of the Marine Terminal. However, all tanker activity associated with the Marine Terminal does not occur continuously or full time (average current occupancy per month is between 50 and 60 percent).

The views from Dockweiler Beach State Park to the north and the beach along the coast of the city of Manhattan Beach to the south are not significantly obstructed by the tankers at the moorings or at anchor. The views from El Segundo Beach are not significantly obstructed by the tankers at the moorings or at anchor.

Onshore Marine Terminal facilities include a control house, three berth pump stations, two substations, a helicopter landing pad, and two oil spill command trailers on a nine-acre parcel of Chevron-owned land approximately 200 feet (70.0 m) from Vista del Mar towards the shore. With the exception of the limited obstructed views from Vista del Mar, the onshore Marine Terminal facilities are generally screened from public view due to the location of the Refinery and its effective use of berms and landscaping.

As evaluated and determined in Section 4.5, Aesthetics, neither offshore nor onshore Marine Terminal facilities will significantly impact scenic or visual qualities of the nearby areas. Since the Project would not change visual conditions, no changes in viewsheds are expected during operation. Therefore, the proposed Project is consistent with Section 30251.

Locating and Planning New Development

Section 30250: New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it

1 will not have significant adverse effects, either individually or cumulatively, on coastal
2 resources.

3 **Consistency Analysis:** The vast majority of the coastal zone in El Segundo is
4 developed and there is limited opportunity to site and plan new uses. Therefore, the
5 provisions of Section 30250 have limited applicability. The proposed Project involves
6 the application of a new 30-year lease for the offshore Marine Terminal, as well as
7 related pipelines, extending from the Marine Terminal to the mean high tide, and the
8 rock and concrete groin and beach fill area. It does not involve the expansion or
9 development of new facilities. The proposed Project is consistent with Section 30250.

10 *Industrial and Energy Development*

11 **Section 30260:** Coastal-dependent industrial facilities shall be encouraged to located
12 or expand within existing sites and shall be permitted reasonable long-term growth
13 where consistent with this division. However, where new or expanded coastal-
14 dependent industrial facilities cannot be feasibly be accommodated consistent with
15 other policies of this division, they may nevertheless be permitted in accordance with
16 Sections 30261 and 30262 if (1) alternative locations are infeasible or more
17 environmentally damaging; (2) to do otherwise would adversely affect the public
18 welfare; and (3) adverse environmental effects are mitigated to the maximum extent
19 feasible.

20 **Section 30261(a):** Multi-company use of existing and new tanker facilities shall be
21 encouraged to the maximum extent feasible and legally permissible, except where to do
22 so would result in increased tanker operations and associated onshore development
23 incompatible with the land use and environmental goals for the area. New tanker
24 terminals outside of existing terminal areas shall be situated to avoid risk to
25 environmentally sensitive areas and shall use a monobouy system, unless an
26 alternative type of system can be shown to be environmentally preferable for a specific
27 site. Tanker facilities shall be designed to: (1) minimize the total volume of oil spilled,
28 (2) minimize the risk of collision from movement of other vessels, (3) have ready access
29 to the most effective feasible containment and recovery equipment for oil spills, and (4)
30 have onshore deballasting facilities to receive any fouled ballast water from tankers
31 where operationally or legally required.

32 **Section 30263(a):** New or expanded refineries or petrochemical facilities not otherwise
33 consistent with the provision of this division shall be permitted if (1) alternative locations

1 are not feasible or are more environmentally damaging or (2) adverse environmental
2 effects are mitigated to the maximum extent feasible.

3 **Section 30264:** Notwithstanding any other provision of this division, except
4 subdivisions (b) and (c) of Section 30413, new or expanded thermal electric generating
5 plants may be constructed in the coastal zone if the proposed coastal site has been
6 determined by the State Energy Resources Conservation and Development
7 Commission to have greater relative merit pursuant to the provisions of Section 25516.1
8 than available alternative sites and related facilities for an applicant's service areas
9 which have been determined to be acceptable pursuant to the provisions of Section
10 255.16.

11 **Consistency Analysis:** Two major energy installations currently exist in the coastal
12 zone including the power generating station and the Marine Terminal. Offshore,
13 Chevron maintains a fixed point mooring system as part of the Marine Terminal for on-
14 and off-loading petroleum products. The El Segundo Coastal Zone Specific Plan
15 acknowledges the coastal dependent nature of the existing energy facilities and
16 designates most of the coastal zone as either Marine Terminal or Power Plant.

17 The existing Marine Terminal has been in place since 1911 and is a coastal dependent
18 use. The El Segundo LCP indicates that in general, where energy facilities currently
19 exist, preference should be given to the onsite intensification of existing facilities rather
20 than the construction of entirely new facilities. Moreover, the legislation has found that it
21 may be necessary to locate certain energy facilities in the coastal zone due to the
22 importance to economic development of the State.

23 Therefore, the proposed Project is consistent with the policy provisions of El Segundo
24 LCP Industrial and Energy Development Sections 30260, 30261, 30263, and 30264.

25 City of El Segundo Coastal Zone Specific Plan

26 The Coastal Act Policies that were determined to be relevant to the Marine Terminal
27 land use designation are as follows.

28 **Section 30255:** Gives priority to coastal dependent development on or near the
29 shoreline.

30 **Section 30260:** Permits long-term growth for coastal-dependent industrial facilities
31 located or expanded within existing sites when consistent with other Coastal Act
32 policies.

Section 30235: Shoreline protective devices shall be permitted when required to serve coastal dependent uses or protect existing structures in danger from erosion. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded when feasible.

The Specific Plan has determined that the Coastal Act policies identify that the Marine Terminal is a use of more than local importance and that the Marine Terminal is a coastal-dependent use that has priority under the Coastal Act. The Specific Plan land use designation for the proposed Project is Marine Terminal and permits the following uses:

- Petroleum refineries, together with all plants and facilities incidental to the operation thereof in connection with the manufacture of all present and future by-products of oil, gas, gasoline, and other hydrocarbon substances;
- Petroleum storage, processing, transportation and distribution of oil, gas, gasoline, and other hydrocarbon substances;
- Accessory buildings and other structures incidental to the normal operation of a marine terminal;
- Onsite modification or expansion of existing facilities; and
- The following height, bulk, and setback requirements apply: M2: Heavy Industrial Zone district standards.

Consistency Analysis: The proposed Project involves the approval from the CSLC of a new 30-year lease through 2040. No new or changed land uses or expansion of facilities are anticipated with the new 30-year lease. Existing and future uses on the Marine Terminal site include crude oil and petroleum transfer and storage that support the adjacent Refinery, which manufactures fuels and lubricants. Existing and future uses within the Marine Terminal are consistent with permitted uses for the Marine Terminal land use designation. Discussion of consistency with Sections 30255, 30260, and 30235 was provided earlier under the LCP. The proposed Project is consistent with the city of El Segundo Coastal Zone Specific Plan.

City of El Segundo Municipal Code

Part 15-6B-1: M2: Heavy Industrial Zone of the El Segundo Municipal Code contains land use and development standards for land uses within the Heavy Industrial Zone. Permitted uses within the M-2 Zone include heavy manufacturing, construction yards,

1 factories, generating stations and extraction of raw materials and refining. As discussed
2 earlier, the M2 Zone also contains specific development standards such as height, lot
3 area, parking, and lot coverage for new and existing land uses.

4 **Consistency Analysis:** The proposed Project involves the approval of a new 30-year
5 lease of existing uses on the Project site. No new or changed land uses or expansion
6 of facilities are anticipated with the new 30-year lease. Existing and future uses on the
7 Marine Terminal site include crude oil and petroleum transfer and storage that support
8 the adjacent Refinery, which manufactures fuels and lubricants. These uses are
9 consistent with the land uses permitted within the M2 Zone. Per the analysis, the
10 existing uses and structures on the Project site are consistent with existing M-2: Heavy
11 Industrial Zone development standards and regulations. Since the proposed Project
12 does not involve a change or alteration of existing uses and structures, the proposed
13 Project is considered consistent with the El Segundo Municipal Code.

14 **Overall Consistency:** The city of El Segundo General Plan, Coastal Zone Specific
15 Plan, and the Municipal Code designate the proposed Project site for industrial uses.
16 The proposed Project involves the continuation of the existing operations at the Marine
17 Terminal. No new facilities or other modifications to the existing facilities that affect the
18 principal function of the Marine Terminal (i.e., loading and unloading of crude oil and
19 hydrocarbon products) are proposed. Maintenance activities would remain the same.
20 Since no modifications to existing conditions will occur, the proposed Project would not
21 require any amendments or exceptions to the city's existing land use plans, nor would it
22 result in any conflicts with established and proposed land use policies contained in the
23 city of El Segundo General Plan, LCP, Coastal Zone Specific Plan, or the Zoning
24 Ordinance. Additionally, implementation of the proposed Project will be compatible with
25 the existing land uses in the vicinity of the Project site. Therefore, no significant impacts
26 are anticipated to result from normal operating conditions of the proposed Project.

27 *Potential Conflicts with Recreational Uses*

28 Routine Operations

29 As mentioned earlier, recreational uses near the proposed Project include the publicly
30 accessible sandy beach area adjacent to the Marine Terminal, nearby recreational
31 boating areas, and a public bike path maintained by the County. Other nearby State
32 beaches include Dockweiler State Beach, north of El Segundo Beach, and the Strand in
33 Manhattan Beach, to the south.

The normal Marine Terminal operations do not currently preclude the use of existing public recreational resources in the vicinity of either the onshore or offshore Marine Terminal facilities. No new Marine Terminal facilities are being proposed that would affect existing recreational uses adjacent to or in the vicinity of the Marine Terminal. Maintenance activities proposed during the extended lease term would be similar to existing, infrequent maintenance activities, which have no effect on local recreational activities. The normal operations of the proposed Project would not therefore, result in any conflicts with the established or proposed recreational policies contained in the El Segundo General Plan Open Space and Recreation Element, the LCP, or the El Segundo Coastal Zone Specific Plan. Additionally, normal operating conditions of the proposed Project would not impact the public's use of beaches, bike paths, or sailing routes in the surrounding areas; and shoreline access points for fishing, including piers, would not be affected. Thus, no significant impacts to recreational resources or policies are anticipated as a result of implementation of the proposed Project.

Accident Conditions

Established or proposed land use policies in the immediate and surrounding areas would not be affected by an oil spill accident at the Marine Terminal or within the Santa Monica Bay. Impacts on recreational activities as a result of an oil spill are discussed in the following sections.

Impact LUPR-1: Accidental Oil Releases Could Affect Recreational Activities

A number of sensitive habitats and high quality recreational resources are within the potential area that would be impacted by the spread of oil from an accidental release at the Marine Terminal or from vessels in route to the facilities. Shoreline and water-related uses would be disrupted by oil on the shoreline and in the water and would result in significant impacts (Significant, Class I).

Impact Discussion

Although normal operating conditions at the Marine Terminal would not impact existing recreational resources, oil spill occurrences have the potential to degrade or preclude the use of shoreline land and/or recreational activity at the site of the spill. The degree of impact, however, is influenced by many factors including, but not limited to, spill location, spill size, type of material spilled, prevailing wind and current condition, the vulnerability and sensitivity of the resource, and response capability.

Oil spill modeling scenarios show that oil spills originating at or near the Marine Terminal would potentially impact the El Segundo area immediately to the east; the shoreline from Dockweiler State Beach Park to Malibu, including Marina Del Rey, Venice Beach, Santa Monica, and other Los Angeles city and County beaches to the north; Manhattan Beach, Hermosa Beach, Redondo Beach, the Palos Verdes Peninsula area, and Los Angeles Harbor to the south; and the Channel Islands to the west. This modeling also shows that other areas may also be affected by oil under certain wind and current conditions.

The land uses and recreational resources that would be affected by an oil spill depend on the type of oil, size of the spill, and the prevailing wind conditions. The modeling indicates that different scenarios will result in impacts to different areas of the coastline from Long Beach to Malibu and west to the Channel Islands. Typically, a spill would affect areas either to the south, north, or west of the Marine Terminal, or potentially to the south and west alone, or north and west alone.

Recreational facilities within the area between Long Beach, Malibu, and the Channel Islands that are vulnerable to an oil spill accident (i.e., affected by at least one of the model scenarios) include: two boating harbors, Marina Del Rey and King Harbor (Redondo Beach); nine sport fishing locations, Channel Islands, Port Hueneme Dock, Marina Del Rey, Redondo, 22nd Street Landing (San Pedro), Los Angeles Harbor at Berth 79 (San Pedro), Long Beach at Berth 55, Belmont Pier (Long Beach), and Seal Beach at the Municipal Pier; and six fishing and recreational piers, Malibu, Santa Monica, Venice, Manhattan Beach, Hermosa Beach, and Redondo Beach (Monstad Pier).

In addition to the recreational resources located in surrounding areas, recreational uses immediately adjacent to the Marine Terminal would also be affected. Seaward of the Marine Terminal is a sandy beach, which is open to the general public, and immediately to the north is El Segundo Beach. This beach area is transected by a Los Angeles County bicycle path connecting Dockweiler State Beach Park on the north and Manhattan Beach to the south.

Shoreline and water-related uses at these facilities as well as the Marine Terminal would be disrupted by the presence of oil on the shoreline and in the water for indefinite periods of time. Recreational activities would be prohibited from resuming until cleanup or dissipation occurs. Additionally, recreational boating activities would cease in the areas affected for potentially long periods of time depending on the amount of oil

present and the amount of cleanup required. Immediate spill response and containment by booming would also influence the extent of impacted shoreline, with attendant potential impacts on surfers and beachgoers.

A spill by a tanker in route to the Marine Terminal could have devastating consequences for the recreational facilities at Redondo Beach. Under summer prevailing conditions, when visitation to the pier and adjacent beaches peak, winds would blow a spill from an accident off Palos Verdes directly into this recreation area.

Because of the time factor involved in oil dispersion, impacts from spills are considered to be significant (Class I), i.e., a significant adverse impact that remains significant after mitigation, if first response efforts would not contain or cleanup the spill, resulting in residual impacts that would be visible to the general public on shoreline or water areas. If a spill occurs that would be contained and cleaned during the first response, that spill would be considered a less than significant (Class II) impact, i.e., a significant adverse impact that can be eliminated or reduced below an issue's significance criteria for recreation.

Mitigation Measures

The potential for accidental oil releases to affect recreation activities would be mitigated by adhering to the measures provided in the Oil Spill Contingency Plan and identified in **MM SSR-1a** and **SSR-1b**, **SSR-2a** through **SSR-2k**, and **SSR-3** and **MM BIO-1a** and **BIO-1b**, **BIO-3a** and **BIO-3b**, **BIO-4**, and **BIO-5**.

Rationale for Mitigation

Adherence to the measures provided in the Oil Spill Contingency Plan would provide for minimizing oil spills and maximizing cleanup activities to reduce impacts to recreational uses. Through these measures, the risk of accidents can be reduced, and small spills can be rapidly cleaned up. Large spills, however, have the potential to remain as significant impacts.

Residual Impacts

The potential for a large spill that could not be contained would remain significant. Therefore, the residual impacts would remain significant for those resources still affected by oil spill after the spill event.

Table 4.7-1
Summary of Significant Land Use, Planning, and Recreation Impacts and
Mitigation Measures
Proposed Project

Impact	Mitigation Measures
LUPR-1: Accidental Oil Releases Could Affect Recreational Activities	Measures provided in the Oil Spill Contingency Response Plan and MM SSR-1a and SSR-1b , SSR-2a through SSR-2k , and SSR-3 and MM BIO-1a and BIO-1b , BIO-3a and BIO-3b , BIO-4 , and BIO-5

4.7.5 Impacts of Alternatives

No Project Alternative

If the Marine Terminal lease were terminated, it is assumed that the Marine Terminal would be decommissioned, the equipment would be removed, and the site would be cleaned for alternative uses. Chevron would import crude oil and export products through other means, including the POLA/POLB terminals, onshore pipelines, unit trains, trucking, or, most likely, a combination of those means of transportation. This could limit the operations of the Refinery and may cause the Refinery to reduce its throughput.

Land Use

Under this alternative, impacts to land uses would occur if the land were to be used for residential, commercial, or some other non-industrial use. These land uses would represent a conflict with the established land uses in the El Segundo General Plan, the El Segundo Zoning Ordinance, and the LCP, and would require General Plan Amendments, Zone Changes, or amendments to the LCP. Additionally, the area is developed with primarily intensive industrial uses that are incompatible with uses such as residential developments. Therefore, uses that are not industrial would represent a potential significant impact. Future use of the site for industrial purposes would not be anticipated to result in any significant impacts because the site is currently designated for industrial uses under the El Segundo General Plan, the El Segundo Zoning Ordinance, and the LCP. Additionally the site is currently developed with industrial facilities that could use the vacated areas for expansion of the Refinery or other industrial uses consistent with the LCP. There would not be any impacts on residential

1 uses south of the site as a result of a conflict with existing land use policies, since the
2 existing designation is for industrial use. Impacts on residential uses to the south of the
3 site could occur depending upon the specific use chosen for the site and would be
4 analyzed under a separate environmental review. However, it is anticipated that the
5 use would be consistent with the permitted activities under the zoning and General Plan
6 land use designations established by the city of El Segundo. Industrial uses that are
7 more intensive than the Refinery and Marine Terminal have the potential to affect
8 residential land uses south of the site. New developments that are not consistent with
9 existing land uses or land use plans would require environmental documentation to
10 minimize such impacts. Therefore, future uses on the site would be expected to be
11 consistent with existing land uses in the vicinity, and no significant impacts would be
12 anticipated to occur. Limited transportation of crude via trucks and unit train is not
13 expected to have significant impacts on surrounding land uses.

14 *Recreation*

15 If this alternative were implemented, there would be fewer disruptions to recreational
16 facilities and resources in the Santa Monica Bay in the immediate vicinity of the Marine
17 Terminal. During dismantling, however, recreational boating may be impacted by barge
18 activities. These impacts would be temporary, and therefore less than significant.

19 The risk of oil spills affecting the Santa Monica Bay would be significantly reduced,
20 which would have a positive impact on local recreational resources and facilities.
21 Additionally, if the Marine Terminal were to be abandoned and removed, the submerged
22 tidelands would become available for other uses. The near shore water area that was
23 occupied by the Marine Terminal could become available for near shore recreational
24 uses by boat access. Under these conditions, existing navigational buoys associated
25 with the CBM would be removed. Therefore, it may be necessary to install additional
26 navigational aids that would be required to prevent exposure of small vessels to such
27 inshore hazards as sewers, intakes, and outfalls. If Chevron abandoned the facility, yet
28 did not remove the existing groin on the southern end of the Project site, the groin would
29 continue to be maintained. Continuing maintenance would avoid degradation of surfing
30 conditions and would avoid increasing risks to surfers in the El Segundo area. As a
31 result, no potentially significant impacts would occur. If the onshore and offshore
32 facilities of the Marine Terminal are dismantled under this alternative, Chevron may also
33 be required to remove the groin, which would restore surfing conditions and remove
34 associated risks. Therefore, overall, impacts to recreational resources and facilities in

the Santa Monica Bay area in the vicinity of the Project site would be less than those anticipated under the proposed Project, and less than significant.

CBM Relocation in State Waters for Crude Only

Land Use

Under the CBM Relocation in State Waters for Crude Only alternative, the Marine Terminal would continue to operate as it does under existing conditions. There would be no alterations to the existing and established land use patterns and policies under this alternative; therefore, no impacts would be anticipated.

Recreation

Impacts from vessel operations and oil spill accidents on recreation (LUPR-1) would remain the same as the proposed Project.

Mitigation measures required for spill prevention would also be the same as those for the proposed Project.

Residual Impact

As described under the proposed Project, the potential of a large spill that could not be contained would remain. Therefore, the residual impacts to recreation would remain significant for those resources affected by the oil spill.

Impact LUPR-2 Effect on Recreational Vessel Traffic Near New Mooring

Recreational vessel traffic would be disrupted by the relocation of buoys and placement of the new berth (Potentially Significant, Class II).

Impact Discussion

Relocating the buoys would place them nearly in direct line of the heavily traveled boating route from Marina Del Rey and Palos Verdes and Catalina Island. To avoid motoring around the new berth, some recreational and sport-fishing vessels would likely travel directly through the Marine Terminal or pass between the moorings and the shore. Sailing through the marine moorings would increase the risk of a collision with one of the moorings or marker buoys. Passing between the Marine Terminal moorings and the shoreline would increase the risk of a vessel colliding with one of the exposed sewers, intakes, or outfalls along the shore. Additionally, disruptions due to construction activities may result in temporary significant impacts to recreational boating

traffic in the local area. This alternative has the potential to result in an adverse and significant impact (LUPR-2, Class II) to recreational vessel traffic patterns within the Santa Monica Bay. This impact would be mitigated to a less than significant level with the implementation of **MM LUPR-2**.

Mitigation Measures

LUPR-2. Increased Awareness. Chevron shall work with the Coast Guard to develop programs to inform recreational boaters of the new mooring location and collision avoidance techniques.

Rationale for Mitigation

This measure would improve navigation around the buoys and would reduce the impact to a less than significant level.

Table 4.7-2
Summary of Significant Land Use, Planning, and Recreation Impacts and
Mitigation Measures
CBM Relocation in State Waters for Crude Only

Impact	Mitigation Measures
LUPR-2: Effect on Recreational Vessel Traffic Near New Mooring	LUPR-2. Increased Awareness.

SPM Replacement in State Waters for Crude Only

Land Use

Similar to the CBM relocation alternative, the alternative of installing a Single Point Mooring (SPM) would not result in any significant impacts to existing or established land use patterns or policies. Federal policies regarding structures in Federal waters would not be affected since the SPM would be located within the three-mile (4.8-km) limit of state jurisdiction.

Recreation

Impacts to the area in the event of an oil spill accident would be similar to the proposed Project (LUPR-1).

The proposed location of the SPM is in a direct line with existing recreational and sport-fishing vessel traffic patterns. Impacts resulting from this location would be similar to those discussed under the relocation of CBM (LUPR-2).

Table 4.7-3
Summary of Significant Land Use, Planning, and Recreation Impacts and
Mitigation Measures
SPM Replacement in State Waters for Crude Only

Impact	Mitigation Measures
LUPR-2: Effect on Recreational Vessel Traffic Near New Mooring	LUPR-2. Increased Awareness.

VLLC Use of Pier 400

Under this alternative, the Marine Terminal would continue to operate, but a portion of the Marine Terminal operation would be satisfied by use of the recently permitted Pier 400 facility. Due to safety concerns associated with the pipeline transporting products through populated areas and the modification and heating requirements of transporting heavy crude oil through pipelines from the POLA/POLB, the only Marine Terminal traffic displaced under this alternative would be very large crude carrier (VLCC) traffic that currently transports light crude oil to the Refinery by lightering offshore and using smaller tankers to call on the Marine Terminal. Under this alternative, all exports of refined product and imports of heavier crude oil would continue using the existing Marine Terminal. This alternative would require some construction and pipeline modifications that would create temporary disruption to the areas where the existing pipelines are located in proximity to both marine terminals. Impacts are expected to be the same as those under the proposed project.

4.7.6 Cumulative Projects Impact Analysis

Land Use

Continued operation of the Marine Terminal and the other proposed Projects in the Santa Monica Bay area would not result in any changes to the existing pattern of land use in the immediate area of the Marine Terminal. No other proposed projects are known that would result in any changes to the city's General Plan land use designations, which reflect the presence of these industrial uses in the vicinity. The proposed Project, and other current and future projects within the area, would continue to reflect existing adopted local plans and conditions.

Future projects along the shoreline of the Santa Monica Bay do not have significant potential for inducing growth within neighboring areas. General Plan Amendments and

1 Zone Changes would not be necessary to accommodate proposed land uses.
2 Therefore, future cumulative development conforms to the existing and proposed land
3 use plans and policies, and is not significant.

4 *Recreation*

5 Normal operations at the Marine Terminal and the other proposed projects in the Santa
6 Monica Bay area would not preclude the use of any recreational facilities or resources
7 within the area. Implementation of the proposed Project, and other current and future
8 projects within the area, would continue to reflect existing conditions.

